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Hongkong, 9th September, 1907.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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BIRTH.

At Loer, Germany, the wife of Mr. H. BORNER, of a daughter.

AGRADECIMIENTO.

DUALINA MARIA ALVES e filhas ALMA MARIA ALVES, EVA DA SOLEDADE ALVES SOARES e filhas, JOSE LUIZ DE SOUZA ALVES e filhas agradecem a todos as pessoas que visitaram o seu saudoso e estimado marido, pai, padrasto, sogro, irmão e tio JOAO MIGUEL SEBASTIAO ALVES, durante a enfermidade a que succumbiu, e que o acompanharam e sustentaram, e a todos os que se dignaram assistir as exequias em saudades de um filho.

HONGKONG OFFICE: 10A, DES VUEZ ROAD C.  
CANTON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 25TH, 1907.

The Tientsin newspapers are up in arms against the decision of the Government of Hongkong, to close the British Postal Agency in that port at the end of the current month, and we observe that their protests have evoked an expression of sympathy from the N.C. Daily News. We could sympathise too—on the same terms—but from the point of view of the tax-payers of Hongkong we do not regard the decision of the Government as being open to the commendation that is being heaped upon it.

The British Postal Agency in Tientsin has been established just twelve months, and many of our readers will be familiar with the history of the negotiations leading up to its establishment. The proposal originated in 1905 with the East India and China Trade section of the London Chamber of Commerce who represented that it was felt to be an anomaly that whereas there were German, French, Chinese and Japanese Post Offices at Tientsin there was no British Branch Post Office nearer than Chefoo, the

result being that whilst a letter could be sent from London to Chefoo for one penny, the forwarding of the same from Chefoo to Tientsin (a distance of only a few miles) cost two pence half-penny. The Chamber urged that the recent momentous events in the Far East, meaning the Russo-Japanese war, had rendered it desirable that Great Britain should be in all respects as well equipped commercially with essential facilities as other European nations. At first the Postmaster General in London was approached on the subject, but the Chamber was informed that the British Postal Agencies in China were under the control, not of the Postmaster General, but the Colonial Government of Hongkong. The London Chamber thereupon forwarded the correspondence to the Chamber of Commerce here who came to the conclusion that "for the greater convenience of British trade, as well as from an Imperial standpoint, the arguments brought forward by the London Chamber of Commerce are incontrovertible" and they were unanimously of opinion that it was advisable steps should be taken to open an agency at Tientsin with as little delay as possible. The Government acquiesced, not very enthusiastically apparently, for when the Governor (then Sir MATTHEW NATHAN) made his speech on the Budget which included an appropriation of \$12,898 for the Tientsin postal agency he commented on it in the following terms: "This agency was urged on the authorities at Home by the London Chamber of Commerce as being required for correspondence between Tientsin and London and was supported by the Chamber of Commerce here as tending to the convenience of British Merchants in China, and therefore to the enhancing of British prestige. I have remarked that when British prestige is to be enhanced in China, and when some expenditure is involved thereby, the Hongkong Government is called upon to bear that expenditure." The local Chamber of Commerce had, however, given some consideration to this phase of the question, and wrote the Government to the effect that while they were aware that the Treaty port postal agencies were not always sources of revenue to the Hongkong Government, and that any loss fell on the local ratepayers, they believed that in the case of Tientsin, one of the larger ports, it might reasonably be anticipated that no actual loss would occur.

Had that anticipation been realised, we have no doubt that the "peremptory order" for the closing of the Tientsin agency would not have been sent. At the next meeting of the Legislative Council, when the Estimates will probably be discussed, it would perhaps be useful if one of the unofficial members were to elicit from the Government the reasons for the closing of the agency. One Tientsin journal assumes it to be "nothing more than an incident of official routine on the part of some colonial subordinate who has been actuated by the wording of the agreement, which was that the experiment was to be put in operation for one year." We chauntily assume that more sarcasm was intended to be shown in this remark than intelligent perception. Matters of this kind are not left to the decision of "subordinates," and our contemporary may take it for granted that good reasons exist for the decision to close the agency. Another Tientsin paper understands that the agency "fully pays its own expenses," but in the very next sentence says: "it is only a question of the payment of bringing mails up here from Hongkong." Now this, as Sir MATTHEW NATHAN remarked, represents the larger part of the cost of the Agency. On referring to the approved Estimates for 1907, we see that of the total vote of \$12,898, transit charges account for \$7,600. If the British post office at Tientsin does no more than pay "its own expenses," and leaves the taxpayers of Hongkong to provide \$7,600 a year to cover the cost of the transit of mails, there is ample justification for the step taken by the Government, especially when we take into account the expectation that, in consequence of the revision of the postal rates, the Hongkong Post Office will next year incur a heavy loss. The revenue estimated for 1908 is only \$315,000, as compared with the estimate of \$416,200 in 1907, while the expenditure in 1908 is estimated at \$410,514. Faced with a decline in the Post Office revenue amounting to \$103,000, the Government finds itself in the position of not being able to reduce its expenditure on the Post Office by more than \$4,164. An estimated loss of \$93,514 is therefore shown on running the Post Office next year. In this difficulty the Tientsin community may find Hongkong's answer to its appeal. However much we may sympathise with Tientsin in the grave

inconvenience and the serious financial loss to the community which the closing of the British postal agency involves, the Post Office revenue of the Colony clearly does not at the present time warrant the Government in continuing a postal agency which multiplies the tax-payers of Hongkong to the tune of six or seven thousand dollars a year. One of the Tientsin newspapers understands that Major NATHAN, the General Manager of the Chinese Engineering and Mining Co.—to whose efforts and assistance the establishment of the office at Tientsin, it says, was originally due—is prepared to carry the mails from Shanghai to Tientsin free by the steamers of his line. No doubt the Government of Hongkong will give to such an offer its most favorable consideration, but if its acceptance would still leave a burden on the ratepayers of the Colony, the Government can hardly be expected to cancel its decision to close the agency.

The English Mail of the 24th August, was delivered in London on the 23rd inst.

The *Lungshan* was towed into dock yesterday from Macao to undergo repairs to her machinery.

Lady Lugard, accompanied by Captain Taylor, A.D.C., yesterday afternoon visited the soldiers' married quarters at Kowloon. She will pay a visit to the Refuge at West Point this afternoon.

A resident at Wong-nai-shong village was summoned at the Magistrate's yesterday with keeping a ferocious dog. A Sikh policeman said the animal bit him. It was stated that the dog was only seven months old and the summons was dismissed.

One of the group of Indians waiting here en route for Vancouver was placed before Mr. Melbourne at the Magistrate's yesterday charged with the theft of eleven sovereigns from a compatriot. He was convicted and sentenced to three weeks' imprisonment.

According to a dispatch published in the "New York Herald," the Japanese Government is making preparations for organising a Hongkong squadron in addition to the existing squadron stationed at Shanghai. The official explanation is that the Japanese trade south of Shanghai and Hongkong is rapidly growing, and it is expected that the trade with Annam will largely increase as the result of the French entente, and will necessitate the dispatch of warships in that direction. The Japanese newspapers report an American project to create a native Philippine army of thirteen battalions under the command of regular army officers.

In the course of the discussions on the subsidiary coinage question which took place some weeks ago the suggestion was made that in certain events, new coins of a different shape and design should be issued, so as to emphasise the distinction between Hongkong and Chinese coins. There is a strong popular prejudice in favor of the round coin, but that a square or octagonal shaped coin are not the only alternatives is shown in the new coin issued by the Indian Government. The new feature of the anna coins is the scalloped edge, and in the event of a change of coinage being considered by the commission now sitting of the subsidiary coinage question, it will interest the members to see in print the new Indian coins.

A London correspondent sends us the following extract:—"The Hongkong correspondent of the Central News Agency—Great dissatisfaction is being manifested here with regard to the postal service to and from Europe, via the Siberian Railway. The newspapers are now advocating the use of the slow, but more reliable, sea routes, and it is urged that the station of the British Post Office should be called to the matter without delay." Our correspondent suggests that this may account for letters marked on the covers "via Siberia" being sent from Hongkong by the German or French Mails; and he adds: "I cannot understand why the Hongkong papers should oppose that route; people need not send by it unless they like, and it is even from Hongkong a great deal quicker. I have had communications from Shanghai in twenty days, and I know of others who have had them in seventeen."

## CANTON.

(FROM OUR CORRESPONDENT.)

September 23rd.

SUSPECTED POLICE ESCAPE.—It is reported that the I.M. Customs motor-launch "Fai Loong" was shot at while she was lying near the Honam Spit at midnight on the 16th instant. An outdoor officer of the Customs was on duty on board the vessel when it happened. One of the shots said to have been fired from Pak Hong (Pak Lane) struck and split the wooden case which contained a lighted lamp on the launch. The matter was reported to the Commissioner of Customs on the following day, and he immediately wrote to the Director of the Canton Police, King Taotai, to arrest and punish the persons who took part in the mischief. It is suspected that the Honam Chinese police are at the bottom of it.

YUE-NAN RAILWAY.—Sir Chan-Tung Liang Sheng has been appointed President of the Yue-Nan Railway here by Imperial Edict vice Lo Krong-tung who has resigned. Taotai Wong King-long remains as Vice-President.

THE NEW VICEROY.—Victory Chang arrived here on Saturday last and took over the viceregal seal and official functions yesterday.

## TELEGRAMS.

(REUTERS SERVICE.)

## MOROCCO.

London, September 22nd.

Negotiations with the tribesmen are broken off, and General Druet resumes the offensive hostilities.

## THE COLLISION IN MEXICO.

London, September 22nd.

The latest reports state that 63 were killed and 43 injured in the collision at Encarnacion.

## THE HAGUE CONFERENCE.

London, September 22nd.

The Hague Plenary Conference has adopted a proposal regarding the establishment of a Prize Court, also a motion recommending a third Conference eight years hence.

## ORIENTAL LABOUR IN BRITISH COLUMBIA.

London, September 22nd.

Sir Wilfred Laurier replying to a resolution of the Canadian Trades and Labour Congress, asking for the abrogation of the treaty with Japan, said that the treaty was a great advantage to Canada, whose trade with Japan was considerably increased. No one believed that the regrettable incidents in Vancouver were due to the influx of Japanese; the disturbances were directed against Asiatics generally, and precipitate action might be the cause of regret. The Government would carefully enquire into the cause of the recent influx of Orientals.

## THE JAPANESE CRUISERS.

London, September 22nd.

The *Tsushima* has arrived at Port Said.

## MASONIC.

At the Regular Annual Meeting of St. Andrew's Royal Arch Chapter No 218, S.C., the following officers were duly elected for the ensuing year.

M.E.C. M.E.C. Tang Chao.  
H. M.E.C. J. Smith, P.Z.  
J. M.E.C. H. Horky, P.Z.  
Scribe E.E.C. J.A. Tarant, P.Z.  
Scribe N.E.C. H.B. Bridge, P.Z.  
Treasurer E.C. Ritchie.  
1st Sojourner E.C. W.C. Logan.  
2nd Sojourner E.C. G. Sim.  
3rd Sojourner E.C. J. Clelland.  
Chaplain E.C. H. Lee.  
Janitor E.C. J. Vanston.

The Installation Ceremony was conducted by M.E.C. A.O.D. Gourdin, G.B.R., Supreme Grand Chapter of England, assisted by M.E.C. H.W. Wolfe and A.W. Hill.

## THE KING OF SIAM IN FRANCE.

The King of Siam arrived at Rambouillet on Aug. 20, and was received at the station by the local authorities as well as by President Fallieres and his suite.

At the dinner afterwards given by the President in honour of the King of Siam, M. Fallieres made the following speech:—

"The visit your Majesty is paying us to-day is in accordance with the traditional cordiality of our relations, which date from the period more than 200 years ago when the King, your ancestor, sent the first Siamese embassy to France. I see in this visit the unmistakable signs of your Majesty's personal feeling, and I thank you for it in the name of the Government of the Republic. These sentiments are more over, affirmed in a striking manner by the recent conclusion of a Franco-Siamese Treaty, which is a result of the reciprocal confidence ever prevailing between our countries. Your Majesty knows that all our aid and support are at the service of your beautiful kingdom. I raise my glass in honour of your Majesty. I drink to the greatness of your reign, to the Royal Family, and to the prosperity of Siam."

King Chulalongkorn, replying in English, said:—"M. le President.—It is with feelings of the deepest satisfaction that I am able to come to France to receive the cordial and hospitable welcome that you, M. le President, offer me in the name of the great and civilised nation of which you are the distinguished representative. The relations between our two countries are indeed ancient. They are based on sentiments of sympathy and friendship that time has not been able to lessen. It is my firm hope that the Treaty recently concluded will be not only in name, but in fact, a Treaty of forgettable friendship and for the permanent advantage of our two countries. I raise my glass in your honour, M. le President, with every wish for the greatness and prosperity of France."

The two toasts were drunk standing by the guests.

## MIDDLESEX REGIMENTAL SPORTS.

Aquatic sports arranged by members of the 3rd Battalion of the Middlesex Regiment were commenced in the new Naval Dock yesterday afternoon. Result:—

50 yards race.—1st heat, Bandman Remnant 1, Bandman Rolfe 2, Lance Corporal West 3; 2nd heat, Lance Corporal Clarke 1, Bandman Goode 2; 3rd heat, Lance Corporal Heather, 1, Private Reid 2.

Diving competition.—Won by Bandman Rolfe, with a score of 100 feet.

100 yards race.—Final, Bandman Rolfe 1, Lance Corporal Clarke 2; Private Reid 3; Bandman Remnant 4; Lance Corporal West 5; Private Whitmore 6.

The 200 yards race will be decided this morning. The sports will be continued this afternoon.

## ADSETTS.

BEFORE THE MAGISTRATE.

Rather unexpectedly to many people the asportud murderer of Gertrude Dayton is now securely lodged in the cells at the Central Police Station. As stated in our issue of yesterday, there was nothing of moment in the voyage from Manila to Hongkong. The alarmist stories which came from American sources proved to have little foundation. Even if Adsetts uttered the threats against his custodians, which he is reported to have used, he was powerless to carry them into effect, and from the time he was handed over to the charge of Detective-Sergeant Sullivan and P. C. Perkins (the imaginary conqueror of Adsetts in the prize ring), he gave little trouble. The officers, of course, took no risk but kept a close watch over their manacled prisoner, whose quiescence may perhaps have been further induced by the sight of the stout shillelagh, made on board, which was handed by the officers. The ship's officers were very kind to the anxious custodians and the thanks of the authorities are due to the men on board the *Rubi* for the assistance they rendered.

Adsetts, it was stated, slept well in the cells and ate a good breakfast. By 10 o'clock yesterday there was an unusual stir in the vicinity of the Magistrate's. A number of Europeans were present in the hope of catching a sight of the man who has acquired such notoriety, and several of them were rewarded by seeing him in No. 1 cell. He was easily visible through the bars. Dressed only in singlet and trousers, and heavily manacled, he presented a very unimpressive appearance.

Chief Detective Inspector Hanson undertook the duty of charging the prisoner, but this did not occupy so much time as was expected. Shortly before eleven o'clock Adsetts, who had been brought up from the cells and relieved of his iron, was conducted to the First Court where Mr. C. D. Melbourne presided in the absence of Mr. E. A. Hazelland. The prisoner stepped smartly into the dock and moved into the farthest corner where he seated himself pending the conclusion of the case then before the Court. In less than a minute the interpreter called out "William Hall Adsetts" and the prisoner rose from his seat and stepped to the front of the dock. He was still minus his jacket and still unshaven. Yet he appeared quite firm, and though he spoke with a steady voice, it could not be said that he was callous. He certainly looked keenly interested in all that took place.

The charge was framed as follows: William Hall Adsetts, 23 years of age, resident of America; For that the said William Hall Adsetts, on the 4th August in the year of our Lord 1907 at Victoria in this Colony feloniously and wilfully and of malice aforethought, did kill and murder one Gertrude Dayton against the peace of our Lord the King, his crown and dignity.

The interpreter having read the charge, his Worship asked "What do you plead?" and Adsetts, in a firm voice replied, "Not guilty, Sir."

His Worship, turning to Chief Detective Inspector Hanson, asked—Are the police ready to go on?

Mr. Hanson—Will you please grant a remand?

His Worship—What day will suit you?

Mr. Hanson—Will your Worship grant a week's remand until the Crown Solicitor can be consulted?

His Worship—If it is a week's remand it will have to be formal.

It was decided to grant a remand till Monday next at 2.15 p.m.

Prisoner was then conducted by the police escort back to his cells and the interested Europeans left the Court.

## THE STORY OF A WITNESS.

One of the witnesses for the Crown who went to Manila in connection with the extradition of Adsetts, and who appears to have been very observant while in that city, has much to say in connection with the trip. He had gathered together the threads of the story since the arrival of Adsetts in Manila, and thus told to the *Daily Press* representative:—When the U.S. steamer *Galveston* arrived at Manila, and Adsetts had been landed, discharged and re-arrested, the Chief of the Philippine Detective Staff told him that if he behaved himself he would be well treated, but if he attempted to escape his head would either be split open, or a bullet would be passed through it. The prisoner intimated that he would not attempt to escape, and was thus allowed more freedom than would otherwise have been the case. He was conducted to the Police Station and locked up in a cell, but the manacles were not fastened to the wrists nor the leg irons to the ankles. While thus locked up he was visited by the little party who had arrived from Hongkong to bear witness against him. Prior to this Adsetts had been shown the American papers, and the first question he asked was—"Where is the man who knocked me out in three rounds?" Perkins was pointed out, but Adsetts did not know him, nor did Perkins know the prisoner, who remarked something about the Manila papers "taking the ban."

Detectives and witnesses, from Hongkong next appeared at the office of Prosecuting-Attorney George, and Detective-Sergeant Sullivan headed the Attorney's papers which had been entrusted to him at this port. Mr. George examined the papers, and appeared very much concerned when the Governor's requisition for the extradition of the prisoner did not appear among the number. It then looked as though matters were going to remain at a standstill until further wires flashed between Manila and Hongkong, for Detective Sullivan could throw no light on the subject, the papers he had received being signed and sealed. On making inquiries, however, the Attorney learned that the requisite paper

had been forwarded direct from the Governor of Hongkong to the Governor of the Philippines, and thus the difficulty was unmounted.

The next scene was in the Court House, where both witnesses and police from Hongkong were amazed at the apparent laxity which prevailed. Witnesses and others engaged in the case were allowed to remain seated throughout, and if they felt like it, they could smoke a cigar or a cigarette. So different to Mr. Hazelland's Court where a few draws of a cigar meant contempt of court and a fine of \$5! When the extradition had been granted the prisoner was removed to his cell, and later when Detective Sullivan went to place the handcuffs on his wrists he found they were too small, so he had to borrow both handcuffs and leg-irons from the Manila police.

When secured with these the prisoner was conveyed to the *Rubi* where he was placed in a first class cabin, and Detective Sergeant Sullivan and Constable Perkins started on their long watch. Throughout the voyage Adsetts was as quiet as a lamb, and it was apparently his singing that the Manila papers mistook for desperation, for on this first night out he was singing choruses of American and other songs until sometime after midnight. Between whiles he would joke with Constable Perkins about their supposed boxing match, Adsetts recommending the Constable to cut the report out of the paper and keep it as a record of his prize fighting ability.

Throughout the voyage the door of the prisoner's cabin was always attended by one of the two police officers, most of the time both. They were armed with revolvers which they had borrowed from the ship, and occasionally had the company of some of the witnesses with whom Adsetts would occasionally joke. Towards the latter stages of the trip so great became the want of sleep to the police officers that it was with difficulty they could keep awake. During these weary hours the man they were watching was fast asleep, but so great was the responsibility of those on guard that they dare not follow suit until their man was safely landed in Victoria jail, which event has been accomplished. There was only one thing which Adsetts hoped would not baffle him during his sojourn in the cell; and that was to be deprived of cigarettes. "For," said he, "if they don't let me have a cigarette occasionally they will kill me."

## SUPREME COURT.

Tuesday, September 24th.

## IN CRIMINAL JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

## THE FRENCH STREET MURDER.

The trial of Kwok Chio and Tse On, charged with murdering one, Tam Tsoi, in French Street, West Point, on August 27th, was continued. The new jury empanelled consisted of Messrs. W. Helm, M. Johnson, W. Henderson, H. A. L. Oldenburg, A. Ohme, G. Gittins and H. J. Colahan.

Mr. W. Res Davies, Attorney-General instructed by Mr. G. E. Morrell, Crown Solicitor, prosecuted, and Hon. Dr. Ho Kai instructed by Mr. R. A. Harding, appeared for the defence.

The Attorney-General informed the jury of the facts in the case, making an opening statement on the lines of the one reported yesterday; after which evidence was called for the Crown.

When evidence for the defence had been heard Counsel addressed the jury and his Lordship in summing up directed the jurors to acquit the second prisoner, leaving only the first to deal with. If they believed the evidence, they could either bring in a verdict of manslaughter or murder. In his opinion it was murder, as the quarrel was of some standing and the result of the fight was a death which was caused by stabbing.

The jury retired to consider their verdict, returning into Court after an absence of four minutes. They found the first prisoner guilty of manslaughter and the second not guilty. The second man was discharged. In passing sentence on the first his Lordship said the jury in their discretion had found him guilty of manslaughter. He was not cavilling at the verdict at all but at the same time he had to take care that this offence did not become too common. The prisoner would be sentenced to seven years' hard labour.

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Forewell Cup was held at Happy Valley from the 21st to 23rd September, 1907. The following returns were made:—

ROBERTSON FOREWELL CUP.  
Mr. Wm. Anderson ... 86 ... 6 ... 80  
Mr. F. W. Warr ... 86 ... 5 ... 81  
Mr. H. W. Slade ... 99 ... 13 ... 87  
Mr. E. F. Mackay ... 91 ... 3 ... 88  
(16 entries)

POOL.  
Mr. Wm. Anderson ... 86 ... 8 ... 78  
Mr. F. W. Warr ... 86 ... 7 ... 79  
Dr. G. H. Harrison ... 89 ... 9 ... 80  
Mr. D. B. Murray ... 92 ... 12 ... 80  
Paymaster F. B. Swan, R.N. ... 91 ... 8 ... 83  
Mr. E. F. Mackay ... 91 ... 5 ... 86  
(18 entries)

\* Winner of Cup and Pool.

## LATEST STEAMER MOVEMENTS.

The M.M. Co.'s str. *Yarra*, with the next French Mail, left Singapore on Monday the 23rd inst. at 3 p.m., and may be expected here on or about Monday, the 30th inst.  
The C.P. str. *Tarlar* left Yokohama on the 23rd Sept. for Vico and Vancouver.  
The str. *Saint George*, from New York left Singapore on the 23rd inst., and may be expected to arrive here on Sunday next, the 29th inst.  
The N.Y.K. str. *Yamato Maru*, (Australian Line) left Kobe for this port via Nagasaki on the 24th September, and is expected here on the 1st October.



## HONGKONG CRICKET LEAGUE.

A meeting of the Hongkong Cricket League was held yesterday in Messrs. Shawan Tomes & Co.'s Office under the presidency of Mr. R. Hancock. The others present were Messrs. H. T. Jackson, T. C. Gray, A. E. Asger (secretary), A. Brown, Inspector Withers, Tang Chee.

The Chairman moved the adoption of the report and in doing so, said he was glad to see they had a credit balance of \$35.

Mr. Brown, seconded. He added that he would like to endorse the reference in the report to Mr. Sercombe Smith. When the League was instituted four years ago Mr. Sercombe Smith helped them a great deal in overcoming the initial difficulties and when any dispute arose his judgment always proved sound. The success of the League was to a large extent due to Mr. Smith and he thought they might claim the League had been a success because it added to the interest of their life on a Saturday afternoon—both to players and non-players. It was indirectly responsible for the birth of two new clubs—the Police and the Kowloon. In concluding he thought the committee ought to congratulate themselves on having secured Mr. Hancock as successor to Mr. Sercombe Smith (hear hear).

The report was adopted and the Chairman returned thanks for the flattering remarks of Mr. Brown and assured the members that his services would always be at their disposal. The election of office bearers resulted as follows: President, Mr. R. Hancock; vice-president, Mr. Braidwood; secretary and treasurer, Mr. Asger.

Inspector Withers suggested that a different method of scoring might be adopted. By recording the percentages, clubs would be induced to play for a win instead of playing only for a draw as at present was the case with many. It was the opinion of members that if this new arrangement were introduced it would brighten cricket, and necessary notice of motion was given by Inspector Withers.

It was agreed that entries should close on the 2nd October and the annual match between the League and the Hongkong Club was provisionally fixed as two days meeting at China New Year and in the event of that time proving unsuitable the match to be played on the following Saturday.

Mr. Chee raised the question of the League appointing umpires, but it was agreed that no remedy could be found for the difficulty and that the existing arrangement had proved adequate in the circumstances.

## THE ROYAL HONGKONG YACHT CLUB.

The third annual meeting takes place on Monday the 30th inst. The report of the General Committee says the members and subscribers on the Register for the year ending 31st August 1907 number 208, thirty-four new members and three Military subscribers having been elected during the year. Mr. H. Percy Smith who has served the Club as Secretary and Treasurer for two years resigned those offices on the 31st August last, and Mr. G. G. Franklin has been elected Honorary Secretary and Treasurer. On the proposal of the Hon. Mr. F. H. May, the Commodore, in the chair, seconded by Major Broke, the General Committee recommended that the best thanks of the Club be offered to Mr. Percy Smith for his services as Secretary and Treasurer and for his donation of a Cup.

The Sub-Committee for Boating report that several boat races were held in the Spring and produced good racing, and the interest of members in rowing as a form of exercise has been more evident during this summer than last. Four new four-oared and two new pair-oared boats with double gilder oars to correspond are being ordered in England; and Mr. A. Cruickshank has kindly assumed the responsibility of supervising their construction and despatch. These boats are expected to arrive in December. The two other four-oared boats have been fitted with fixed seats, and it is proposed to hold a race for these boats towards the end of November. Mr. Percy Smith has kindly presented a cup for a competition in pair-oared boats; the conditions will be published shortly. The Victoria Recreation Club and the Corinthian Yacht Club are getting on from England similar boats to those ordered for the Club, and it is hoped to hold a combined regatta, under the patronage of His Excellency the Governor, at the end of January next.

The reclamation of the site for the new Club House, Shaanwan Road was finished in April last. A satisfactory contract for the building of the Club premises was let in May last, as reported in the *Daily Press*. Good progress has been made and the joints of the 1st floor are in position and good progress has been made with the brickwork above this level. But for the bad weather the brickwork would have been finished by the end of this month. Mr. E. W. Carpenter thinks that the Club will have removed to the new premises before the end of 1907. The Water Polo season was fairly successful, although with the new blood in the team better times were expected, the position in the League being only fourth, the same as last year. With a better knowledge of the game next year they ought to do better. Several friendly games were played with the Victoria Recreation Club, Corinthian Yacht Club, Royal Engineers, and Royal Garrison Artillery, of which a few were won and 3 lost. The 2nd team did very well indeed, losing only about two matches. There is plenty of material in it to fill up vacancies in the 1st next year. The use of the Naval Dock for swimming was a great advantage, although permission was obtained rather late, altogether about 50 tickets were given out for admission to it. The thanks of the Club are due to the Commodore and Mr. A. J. Williams of Messrs. Pannell Lowther & Co. for their kindness in allowing the use of the Dock. The balance sheet shows a surplus of \$52,684.

## FUNNELS AND FLAGS.

Before the Hon. Commander Basil H. Taylor, R.N., at the Marine Magistrate's Court yesterday Dr. F. Grove, Deputy Health Officer of the port, prosecuted Chan Fie, the owner of licensed passenger boat No. 114 for unlawfully concealing the number of his licence on the bows of his boat. Defendant pleaded not guilty. Prosecutor stated that on the 24th instant he boarded the Japanese steamer *So Shu Ming*, which was flying the yellow flag. While examining the passengers and crew he noticed defendant's sampan lying alongside. One man was going aboard of her at the time. He went to the side and looked over to take her number, but found that she had a piece of sack hanging over her bows which concealed it. After five more men had gone down into her she shoved off and witness followed in his launch. As he got alongside some of the crew uncovered the number.

Defendant said he knew nothing about the sack, but there may have been something covering the number.

His Worship imposed a fine of \$10, the alternative being three months' imprisonment with hard labour.

At the Marine Magistrate's Court yesterday, before the Hon. Commander Basil Taylor, R.N., Marine Magistrate, Chan Tai-fut, master of the steam launch *Hui Nam* was prosecuted by Sergeant Jackson for carrying 18 passengers in excess of the number allowed by his licence.

When the charge had been given the evidence defendant said he had nothing to say, and his Worship ordered him to pay a fine of \$10 or go to jail for three months.

The American Consulate General received the following typhoon warning from the Manila Observatory at 2:30 p.m. yesterday: "September 24, 1907, 1 p.m. typhoon about E. N. E. Guam approaching Southern Ladrones Islands."

An order has been placed with Messrs. Caird and Co., of Greenock, for another steamer (the eighth) of the Moldavia class for the Peninsular and Oriental Company. This vessel, like the two ordered a few days ago, will be of 10,000 tons gross register, with propelling power equal to the maintenance of a speed of 18 knots; including the new express steamer "Salote," the company have thus, in consequence of the obligations entailed by the new mail contract, begun the construction of four steamers, aggregating 4,000 tons, the cost of which will largely exceed one million sterling.

The veteran sail rig ship "De Trande Broere" has been repaired in the Swedish harbour of Nyköping, and started on a voyage to Montevideo on August 24th. The "De Trande Broere" was built at Marstrand in the year 1788, and is therefore 120 years old. During the long life of the ship her only five captains, all descended from the same family. Her first captain navigated the vessel for twenty-nine years, her second for twenty-two, her third for twenty, her fourth for thirty-two and her present skipper has already been seventeen years in command.

The Japanese Consul at Ottawa has telegraphed to Sir T. Shaughnessy, chairman of the Canadian-Pacific Railway, his congratulations to the company on the record-breaking voyage of the "Empress of India." The Japanese mails of August 8 were received there on the fourth day, having been carried a distance of 7,500 miles. The steamer left Hongkong at 4:00 p.m., August 8, and arrived at Vancouver at 2:30 p.m., on August 18. She carried 647 packages and bags of mails, in addition to 153 bags and 157 packages for the overseas mail.

In an article on deep-sea sailing which appears in the "Yachting and Boating Monthly," Mr. F. T. Bullen traces the history of sailing from the earliest days, and gives some interesting information regarding the palm days of the single-masted ships, when this country and America strove to hold the speed supremacy of the sea (in those days the tea trade with China); the construction of British shipbuilding and shipowners when the cheap Yankee boats of fast model were built and successfully captured the trade of the East Indies is graphically described, and more satisfactory from our point of view, the wonderful revival which in turn wrested the laurels back to the United Kingdom. Speaking of these wonderful ships, the author says:

"The Americans introduced the most startling innovations with a rapidity which made our old fogies hold their breath. They did away with the old bluff bows like the face of a conventional cherub and capable of knocking a seaworthy yards and more ahead of the vessel in a matter of white. In their stead was built the clipper-bow designed to cut the water, not to bruise it, and flowing away aft in a beautiful curve nearly to the waist. Aft, instead of a huge bulging stern, without symmetry and designed apparently for the purpose of hanging on to the passing wave, was built a stern as possible the run or delivery sloped away with much the same curve as the bow and with the same idea—that of holding no dead water—of slipping through the sea instead of clinging to it. Which, of course, was all to the good, and yet it would have availed little had it not been for alterations as radical in the upper gear. Sails, instead of being mere bags to hold wind, were cut to fit, were made of a close-textured, dazzlingly white canvas, and were also greatly enlarged in proportion to the size of the ship. Lastly, and most important of all, the men who were given charge of these very improved machines had no reverence for shibboleths."

The Conservative British seamen blustered and sneered, but the solid facts were against them. They saw these dainty, soft-bodied ships, three of which could be built at the cost of one of their massy heart-of-oak frigates, racing past them, capturing their prizes and making long voyages while they were making passages, and they were appalled. They felt as if their world was falling from beneath them. But fortunately the younger men among them had the sense to see that their only hope was in attacking the problem in the same way as the Yankees had done, and aided by the shipbuilders and naval architects who have always been more progressive than the mariners for whom they catered, they began a new era of ocean travel, an era which I can only characterize as the epoch of ocean yachting. These new vessels were tremendously spared for their size, and their commanders chosen from among men who had the reputation of being go-ahead not merely in the science of sail-handling, but in all that goes to make up the perfect seaman—as, indeed, the Yankee skippers undoubtedly were. And then commenced—it is only about half a century ago—the real days of deep-sea yachting, sail-handling in excess. But these were no pleasure trips—they were run of the strictest

commercial lines, the prizes being enormous; and while every precaution that skill could suggest or money could supply was taken against disaster, the risks run were very great. How they did carry on! It is all very well to stand your spindlers, balloons, etc., during a race with thousands of people around in case of an accident to succour you at once, where the carrying away of spars merely means losing the race, or even the capsizing of your yacht is only an annoyance. But in that hotting waste of waters, where you may sail for a month and see naught but sea and sky outside your own ship, where an accident may mean not merely the loss of your freight and profit on the voyage, but likely the lives of all hands, there was something noble of high daring, in the roughly-did fit of the skipper as, holding on by the weather rigging, he gripped the mainmast sails. Then the sailmaker's work was submitted to a fair test. A steady strain which showed the needle-holes in the canvas like tiers of glittering oaks, so long and open were they, which made each fastening, whether head, cringle, roband eye, or claw, reveal its workmanship—there was no room for slip work there. Likewise the spars and rigging. The test was ordered and paid for—here it was tested, and its failure meant death.

## CHANG CHIH-TUNG'S SPECIAL AUDIENCE.

The Grand Secretary and Councillor Chang Chih-tung had a special audience of the Throne on the 24th inst. He was accompanied by two or three of his secretaries and gave his views on the N.C. Daily News. When asked what he thought of the various high officials of the Empire, Chang Chih-tung spoke in the highest terms of praise with reference to ex-Viceroy Tzu Chun-huen and Lia Shao-nine, the present Governor of Hunan. On the other hand, Hui Shih-chang, Viceroy of Manchuria, and Li Ting, President of the Ministry of Agriculture, Works and Commerce, were denounced in the strongest terms as incapable and weak. When asked what he thought of the results of the work done by the five travelling Commissioners, the reply was that there was nothing tangible in them. Chang Chih-tung concluded by recommending the establishment as soon as possible of a Parliament to inaugurate town and village councils, wholesale pardon to social society men, and to bring about harmony between political cliques. No mention at all was made about the election of an heir apparent to the Imperial Throne.

## MURDER IN HONGKONG.

A Russian Jewess was murdered at No. 56 Scott Road, Shanghai, on September 18th, in a most cruel manner. It appears that the deceased, a married woman named Liza Cappers, whose husband is said to have been away from Shanghai for some years, was living with another woman, who went to Yangtze-poo on Monday evening (18th) and celebrated the Jewish Festival with some friends there. There was no other occupant of the house. The deceased went out after 11th and was seen returning at 2 p.m. At 7:30 p.m. her companion returned from Yangtze-poo and found the front door closed, and looked. She thereupon went to No. 53 where a friend resided and a houseboy was sent to the back entrance. She entered and, on reaching her bedroom, which was downstairs, saw that her boxes had been turned out and that the contents were strewn around the room. Everything in the room appeared to have been searched. She then went upstairs and saw the dead body of Mrs. Cappers lying on the bed partly dressed. The woman at once hurried away to the Hongkong Police Station, and detectives went to the scene of the murder. Mr. Brodinsky, Russian Vice-Consul, and Dr. Voeltkers also came in reply to telephone messages and an examination of the body and premises was made. The body lay on the bed, the furniture had evidently been caused by strangulation, for a towel was still tied tightly around the neck in a knot, which appeared to have been tied with strong hands. Another towel was tied around the legs just above the ankles. The hands were crossed behind the back as though they had been held there while death took place. A heavy bruise was noticeable under the right eye and bruises on the neck just above where the towel was tied. The contents of the upstairs room in which the body lay had also been searched, though the furniture had not been thrown about. It appeared that the search, though hurried, had been conducted quietly. Meanwhile the houseboy from No. 53 had been sent to the police station, where he was questioned, and when the inquiry was concluded, the body was sent to the mortuary and a guard placed over the premises. Friends of the deceased asserted that she had at least \$200 in the house and a pass-book for \$300 in the bank. The pass-book was found in the bedroom, but no money. The house is a very narrow one and the adjoining residences have upstairs front windows no more than ten feet from the open window of the room in which the tragedy took place; yet no sound was heard by the occupants of either of these places, so they assert, and no one was seen to enter or leave the house after the unfortunate woman reformed in the afternoon. The circumstances point to robbery as the motive of the crime, but no substantial evidence had been procured when the mail left. Several detectives were engaged upon the case, however, and many theories had been formed.

Nothing daunts the Chinaman's perseverance in seeking orders. He will continue his daily life at the same office, although he may not be successful for six months, and even then the order may be only a small one. Still, he never evinces impatience, disappointment, or chagrin, but continues to be the same mysterious, mechanical exponent of the principle of try, try again. Moreover, he is always just as ready to meet the payment of any claim as he is to "puttee book"—namely, to enter fresh orders.

## ADMINISTRATION OF JUSTICE IN KOREA.

THE DIFFICULTIES OF REFORM. Everybody will be surprised at the irresponsible manner in which justice is administered in Korea, says a Japanese contemporary. Since the establishment of the administration by the Residency-General, Japanese jurists have been appointed as assistants to Korean chief justices of various provinces in order to secure the fair administration of the law. As first Korean officials resented interference by their Japanese assistants in the trial of prisoners, and they were inclined to dispose of litigation privately. Latterly the Korean having found their Japanese assistants' honest and sincere in their intentions, and their advice very valuable on account of its invariable reasonableness and fairness, now show an inclination to enter into more familiar and cordial intercourse with the Japanese assistants. It was thought that the Korean people would be satisfied and now regard the Japanese system of justice with feelings of greater respect and gratitude than before. In practice, however, the result is contrary. In the Korean view, adds the message, the practice of the Japanese Judges refusing to receive bribes and deciding cases on their merits is ridiculous. The Koreans think it quite legitimate for the successful party in litigation to present bribes to the Japanese assistants. It was thought that the system of affixing stamps to petitions before the cases have been decided. Such being the case, many unexpected difficulties may be encountered in introducing judicial reforms in Korea.

## CHINA AND TRADE UNIONISM.

Even the transgressor, the law-breaker, or the felon, whether Justice overtakes him in the long run or not, never fails to reap the reward of persistent energy, prudence, and indomitable perseverance. But when these virtues, which are among the chief natural laws of all progress, are the dominant characteristics of an almost unnumbered people, they possess a momentum of steam and of fire in the never-ending human struggle for supremacy.

China, mighty in its toil, mighty in its endurance, comprising four hundred millions of units, inspired by an industrial energy such as the white worker has no conception of, its pressing onwards towards a place in the world's future whose bounds can be set by the counteraction of nothing less than equal energy, equal perseverance, and equal self-denial. Everything, by all the decrees of God and laws of nature, must fall before it.

When this tremendous fact implies—very shortly to be stated in the following query. Although the white races have found it possible to maintain their "higher standards of living" together with their trade union restriction of industrial energy in competition with one another, how can they hope to succeed in competition with races who regard work as the highest end and aim of existence, and resolutely refuse to accept any abridgement of their labour in the interests of white industrialism?

It will be as well for us to realise clearly what manner of competitor the Chinaman really is. In the first place, he has a large and highly developed brain, the push and resource of a German or American, his financial and business ability of a Jew, the coolness and acquisitiveness of the canny Scot, and the patient and temperate habits of the Turk all rolled into one. Added to this he possesses the physical strength and toughness of a mule, the appetite and digestive powers of an ostrich, and the staying qualities of a tortoise.

Whereas the white man nowadays invariably finds it requires an effort to commence work, and a good deal in necessary on the part of his employer to keep him going, it is the natural condition of a Chinaman to be in a state of restless activity. It needs no effort on his part to commence work, and when once started he goes on for ever like a steam engine, without the slightest necessity of any trying on the part of his employer.

Not this is all. Such an extraordinary union of qualities alone would make him a sufficiently formidable competitor; but when they are joined with an inflexible commercial probity and scrupulousness, which often, like the endless energy of the Celestial, exceed that of the white races, their total influence in fact pounds upon the whole scheme of racial evolution in the future cannot be over-estimated.

These same strenuous virtues distinguish the mercantile and the humblest industrial classes alike. A Chinese trader would sooner die than "lose face" in his commercial dealings. Competition and rivalry are not merely tolerated, but he found the perfection of mercantile honour, the certainty that a Chinese merchant will always abide, to the letter, by his contract, or bond. This certainty is extended to the quality and grade of his goods, and one can always depend on finding at the best houses from year to year precisely the same "chop" of tea, the same high grade of matting, down to a fire cracker of the exact grade ordered.

Nothing daunts the Chinaman's perseverance in seeking orders. He will continue his daily life at the same office, although he may not be successful for six months, and even then the order may be only a small one. Still, he never evinces impatience, disappointment, or chagrin, but continues to be the same mysterious, mechanical exponent of the principle of try, try again. Moreover, he is always just as ready to meet the payment of any claim as he is to "puttee book"—namely, to enter fresh orders.

In case of reverses, they are met by the Chinaman with never a semblance of panic such as the European might display, and if foreigners are involved in misfortune they are never allowed to suffer, for the Chinese business face must be preserved at all costs. The Chinese merchant is every bit as proud as he is upright, and these qualities, allied with his indomitable perseverance, form part of the irresistible impetus behind the advance of China in the twentieth century.

Already the effect of these unrivalled commercial qualities are to be seen in the fact that Chinese are slowly pushing the less strenuous, less enduring, white man before them in all directions, in China itself, in Central and South America, and even in Japan. They are the best cooks and best domestic servants, the most skillful artisans in Western methods, and even appear as musicians and photographers. The model hotel at Hongkong is run by Chinese; pass down the best streets of the maritime towns on the Pacific coast of China, and you become aware that the shops of imported wares all belong to Chinese. The meaning of this is that the Chinaman has got into his hands the retail trade in European and American goods. In Shanghai it is cheaper to buy a piece of Manchester cloth from a Chinaman than from an Englishman.

It is hardly yet realised how resistlessly the Chinese are sweeping over the Islands of the East Indies and Straits Settlements. But every one knows what has happened in Singapore, which is no longer anything else than an outpost of a rapidly advancing Asia. For the white man, with his restricted birth-rate, to think of crowding out the Asiatic or holding back the flood is the rainiest of vain hopes. The yellow stream flows on, makes itself independent, gets the steam and makes itself independent, and the European and the Asiatic are gradually establishing in the European possessions and settlements, an "imperium in imperio."

Nothing is more marvellous than the rapidity with which the restless energy and thrift of the Chinaman raises him to a position of affluence. Even beggars grow rich without any apparent effort beyond the magic of their industry, and return to China with fortunes. In Singapore are numerous instances of Chinese who have raised themselves to wealth from literal beggary. Yesterday in Singapore they are leading rich, they drive in elegant carriages, and smoke the most costly cigars.

Although nominally under British rule, it has been found quite impossible to control the great Chinese population of the Straits except by enlisting the services of their own countrymen. Great Britain, therefore, farms out its Chinese taxes to a Colonial, and a Chinese representative sits in the Legislative Council of the Colony.

But Chinese commercial energy will not always be content with its export trade in Asia. The Celestial is already proposing to bring the products of the Empire to the markets of Europe in his own vessels and to become his own buyer abroad. As far back as the year 1881 we received a hint of this approaching blow to white trade supremacy in the strange apparition in the Thames of the junk *Wu-fan*, carrying a cargo of 32,500 cases of tea, as well as a quantity of straw work. And now the Chinese are setting about their further competition with Europe and America by the establishment of mills, factories, and works of all kinds to exploit their vast native supplies of silk, cotton, wool, iron and coal.

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The development of Chinese iron production alone is a sufficiently grave prospect for the outside world. But even if in time China places her iron on the white man's own markets, it will not be for the first time. As long ago as in the time of ancient Rome, Chinese iron was recognised in Rome's market as the best. There can be no reason why this industry should not regain its old and even greater importance. But the tremendous effect of a vast production of cheap iron both upon the balance of international interests and upon the iron-producing countries whose exports of iron to China at the present time amount to a huge sum, represented by millions of pounds, it is not very difficult to calculate.

But it is when we compare the rank and file, the industrial of the yellow race, man for man with those of the white, when we place the mighty energy, the imperishable industry of the Chinese worker, beside the apathetic, skimming product of white trade unionism, that we are best able to calculate the outcome of the great racial struggle for the future dominance of the world.

However the white worker has been brought face to face with the Chinaman, how has he shown up? He has had recourse to bluster or violence, or to whining about the Chinaman doing too much work and doing it too well for the money he receives. The complaint has been "that he works too many hours a day, too many days a week, too many weeks in a year. While working men delegates and trade union officials on the Pacific Slope exert of themselves to get these poor benighted heathens to adopt the eight-hour day. What did the Chinaman reply?"

He said: "We already got him. We got him two times; to-day and to-morrow. We work eight hours, two times one day. Very good pigeon; much money; top-side now." He was rejoicing in an eight hours day that gave him eight hours in the forenoon and eight hours in the afternoon. In spite of all the eloquence of the Labour leaders on the seductions of only eight hours' work a day, the Chinaman cannot be got to slow up. He still works on like a machine, and not only insists upon doing twice as much as he should on week days, but, to the horror of the noble white workman of the Pacific Slope, labours on Sunday at his market garden, produces amazing crops from the poorest soil, and beats the white salesman to a standstill.

When their little farms were destroyed as a protest they went fishing, and always making bigger hauls than the white fishermen, captured another market. If any man has trouble with his white servants a Chinaman is always ready to take the place of the whole lot—cook, chambermaid, butler, gardener, besides doing the family washing. And then he will probably complain that time hangs heavy on his hands.

Gustave Flaubert once said that the civilisations of the West must eventually fall before those of the East, and the germinations of this possible climax are already visible in operation. While the white man is expending his energies in contending with his employers for what he calls better conditions of labour, but which generally mean more time to do nothing, the national forces of China are acquiring greater vigour every day under the stimulus of their restless and self-sacrificing energy. It is industrial energy and power that will ultimately decide the future fate of the world, and the fierce struggle for national existence and survival the races of eight-hours men must be beaten hopelessly from the field.—*Pall Mall Gazette*.

NORTH BORNEO TRADING COMPANY.  
The tenth ordinary general meeting was held last month at Winchester-house. Mr. A. J. Scrutton presided, and in moving the adoption of the report, said that the board regretted not being able to submit more favourable accounts; but this was not the only company connected with the East that had to submit a disappointing report. The condition of affairs in China had been very unsatisfactory to these doing trade with that country. But, unfavourable as the present situation was, there were several points in it which enabled them to hope for an improvement in the future. He concluded by stating that the managing director (Mr. C. J. Bennett) visited Borneo last year and would be able to give more information as to the company's position than he could do. Mr. Bennett, in seconding the motion, said that the net profit for the period under review, £297, compared with £1,134 in 1906. This decrease was caused by the falling off in the shipments of timber to China. Out of the year's revenue, however £101 had been added to the amount reserved for depreciation of plant, £299 had been written off the buoy gear account, £300 of the steam launch, and £389 for outlay on development of estates. A sum of £1,384 had also been charged against the income for repairs. Including the balance from the previous year, £24,54, there was £4,452 to be carried forward. Dealing with the general position, he remarked that Hongkong had been, and would probably continue to be, the best market for the company's timber. The depression in the timber-trade there lasted throughout the greater part of 1906; it was so acute in the early part of the year that the company's agents at that time an entire cessation of consignments to the port. This entire stoppage was avoided, but times were so bad that the total shipments to Hongkong fell off to the extent of 40 per cent compared with the figures for the previous 12 months. By the end of 1906, the Hongkong market showed a gradual improvement. Prices and clearances were better, and they were carrying a much reduced stock. In London and Europe generally the demand was steady during the year, and at the present time the company had sufficient orders in hand to keep their saw mills working for several months. He then gave particulars of the progress of rubber cultivation by the company. Writing on June 29th last, their manager stated that the output of rubber was being slowly increased, and then amounted to 42 lb. of sheet rubber per month. The

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Hongkong, 29th November, 1906.

better state of the timber market at the end of 1906 and the beginning this year had eased the financial position in Borneo, and the manager had been instructed to augment his labour force by importing coolies from Java. At present 1,250 lb. of their rubber was on the way home from Borneo. The board's policy was to provide means to develop other estates. It would be easy to sell the estate at a very low figure, or to a company, for the greater part of the purchase consideration in shares; but as cash was required to develop other estates the directors considered it better to nurse the Borneo property a little longer, as they believed that it was possessed of great potentialities. Instructions had been sent to the manager to prepare land on this company's Borneo estate for rubber, and it was hoped that planting on that property to a considerable extent would be soon completed. Mr. Cusack asked what acreage they had planted with rubber. Mr. Bennett.—Between 300 and 400 acres. A shareholder said that that was a small acreage in view of the land planted by other companies who had only started operations within the last few years. Mr. Bennett said that no one in Borneo besides this company had a rubber tree; other companies had merely seedlings. In answer to further question, Mr. Bennett said that this company had 13,500 of what he might call "the older trees," 1,000 trees four years and two months old, 10,000 trees from three years and eight months to two years and eight months old, 5,500 trees two years and two months old, 45,000 trees 17 to 28 months old, and more than 10,000 seedlings. After further discussion, the report was adopted.

THE LEGALITY OF LIMERICKS.

ATTORNEY-GENERAL'S OPINION.  
Mr. Byles in the House of Commons on August 16th asked the Attorney-General whether his attention had been directed to the Limerick competitions which were going on in so many journals, whether these competitions were substantially the same as the missing word competitions, which were found to be illegal, whether he was aware that those competitions were encouraging the spirit of gambling among great masses of the people, and whether he proposed to take any steps to test their legality.

The Attorney-General said the Public Prosecutor and the Chief Commissioner of Police had considered the question and decided that the practice did not fall under the law for the suppression of lotteries, inasmuch as Limerick involved the exercise of some skill in the act of completing a rhyming verse or couplet. (Laughter.) If that was correct, they differed from missing word competitions, which involved a more element of chance.

Mr. Byles pointed out that at week one paper divided 12,250 which, worked out at 80 coupons at sixpence each, and asked whether there was reason to believe that only a small fraction of them were opened, and whether there were no means of protecting innocent readers. (Laughter.)

The Attorney-General said several journals had represented to him that their readers greatly enjoyed the competitions, and they did not desire them to be deprived of innocent and healthy recreation.

Mr. Bottomley inquired whether it did not require as great an amount of skill to "spot" the winner of a horse race as to compose a doggerel rhyme. (Laughter.)

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53 feet long, 11 ft. 7 in. beam; 41.74 gross tonnage; copper bottomed.

Commodious Cabin, Lavatory and Pantry (with Ice Chest) Accommodation, and Large Deck Space.

Sails and rigging in excellent condition; two new sails and stanchions, three Anchors, Chain and Manila Cable, Lamps, Life Boats, etc., etc.

New Dingy with Mast and Sail.

Terms:—Cash on delivery.

Apply to—**GEO. P. LAMMERT,**  
Auctioneer.  
Hongkong, 25th September, 1907. 1568

For SHANGHAI, YOKOHAMA, KOBE AND MOU.

THE Steamship  
"ARRATOON APCAR,"

Captain A. Stewart, will be despatched for the above Ports on TUESDAY, 1st Oct., at Daylight.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly-certified Doctor.

For Freight or Passage, apply to  
**DAVID SASSOON & Co., Ltd.,**  
Agents.

Hongkong, 25th September, 1907. 1537

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship  
"KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Tuesday, the 24th inst., at 5 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 9.30 a.m.

All Claims must reach us before the 5th October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

**NORDDEUTSCHER LLOYD,**  
**MELCHERS & Co.,**  
Agents.

Hongkong, 24th September, 1907. 5

HONGKONG CLUB.

NOTICE.

THE Twelfth Drawing of Sixty-Five Debentures of the Hongkong Club (\$100 each) was held in the Hongkong Club House on THURSDAY, the 19th inst., when the following Debentures were Drawn for Redemption:

28 375 838 1194 1594  
35 460 876 1199 1721  
60 475 883 1201 1726  
117 476 984 1293 1732  
119 514 988 1299 1739  
134 557 1031 1253 1747  
192 572 1010 1287 1763  
217 641 1025 1293 1732  
259 678 1032 1312 1793  
326 776 1127 1439 1925  
332 810 1128 1474 1946  
335 819 1131 1533 1948  
340 830 1176 1559 1955

and will be payable at the Hongkong and Shanghai Banking Corporation on MONDAY, the 30th day of September, 1907, in exchange for surrender of same.

By Order,  
**C. H. GRACE,**  
Secretary.

Hongkong, 19th September, 1907. 1536

NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG.

New Twin Screw Steamer, Capt. J. McGINTY, Leaves Hongkong for Canton at 9 p.m. on MONDAY, WEDNESDAY and FRIDAY.

Leaves Canton for Hongkong at 3.30 p.m. on TUESDAY, THURSDAY & SATURDAY.

Fare 1st Class \$3 single passage  
Meals \$1 each.

ALSO  
SPECIAL EXCURSIONS TO MACAO on every SUNDAY

Leaving Hongkong at 9 a.m.  
Returning from Macao at 6.30 p.m.  
Fare 1st Class \$1.50 single passage  
2nd 80  
3rd 40  
Meals \$1 each.

Servants' passages must be paid for.  
**CHEUNG ON STEAMBOAT CO., LD.,**  
No. 222, Des Voeux Road Central.  
Hongkong, 19th September, 1907. 1527

## INTIMATIONS

## NOTICE.

ALL Outstanding Claims against THE SAVOY LIMITED must be sent in to the Liquidator, No. 13, Queen's Road Central, by the 30th September, 1907.

**QUAN HING,**  
Liquidator.  
Hongkong, 24th September, 1907. 1564

STOCKBROKERS' ASSOCIATION OF HONGKONG.

## NOTICE.

THE SETTLEMENTS This Month (SEPTEMBER) will take place on SATURDAY next, the 28th instant.

**E. J. MOSES,**  
Hon. Secretary.  
Hongkong, 24th September, 1907. 1559

## NOTICE.

It will be to the interest of those who are insured by "L'INDUSTRIELLE" INSURANCE CO. OF PARIS to communicate with the undersigned.

**LUCIUS SCIENTIFIC DIAMOND PALACE,**  
1520 62, Queen's Road, Central.

## EMPLOYMENT.

WANTED by a Young Man with good references. A fast Typist with good knowledge of General Office work.

Apply to  
**INWANE,**  
Care of "Daily Press" Office.  
Hongkong, 23rd September 1907. 1548

HONGKONG FOOTBALL CLUB.

THE TWENTY-FIRST ANNUAL GENERAL MEETING will be held TO-MORROW (THURSDAY), the 26th September, at 5.30 p.m. in the Hongkong Hotel, when the report of the Committee will be presented and Officers elected for the coming season.

**H. L. O. GARRETT,**  
Hon. Secretary.  
Hongkong, 23rd September, 1907. 1552

HONGKONG S. ANDREW'S SOCIETY

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, the 27th inst., at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers. Beavers for the coming year, etc.

**W. ARMSTRONG,**  
Hon. Secretary.  
Hongkong, 21st September, 1907. 1543

ROYAL HONGKONG YACHT CLUB.

THE THIRD ANNUAL GENERAL MEETING of the Members of the above Club will be held in the City Hall on MONDAY, the 30th inst., at 5 p.m.

By Order of the Committee,  
**G. G. FRANKLIN,**  
Hon. Secretary.  
Hongkong, 24th September, 1907. 1550

## NOTICE.

THE DRAWING OF 60 DEBENTURES of the CLUB GERMANIA, payable on MONDAY, the 30th September, 1907 will be held at the Club at 6 o'clock on FRIDAY, the 27th September, 1907.

Beavers of Debentures are invited to attend the Drawing.

For the Committee,  
**H. SCHUMACHER,**  
Hon. Secretary.  
Hongkong, 19th September, 1907. 1524

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—**B. R.,**  
Care of "Daily Press" Office.  
Hongkong, 19th November, 1906. 1343

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of

MURRAY RED GUM  
BELL MAHOGANY  
WHITE do.  
GREY BOX  
TALLOW WOOD  
BLACK BUTT  
WHITE STRINGY BARK  
RED do. do.  
TURPENTINE  
BLUE GUM

all in equal proportional quantities.

Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.

Price in Hongkong currency C.I.F. Wanchai Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, Monday, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

THE KWONGTUNG MERCANTILE ADMINISTRATION OF THE

YUET HAN RAILWAY CO., LD.  
Canton, 28th August, 1907. 1419

COLD STORAGE.

THE Hongkong ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

**W. PARLANE,** Manager.  
Hongkong, 18th November, 1901. 47

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 32 on PRAJA EAST. Approximate AREA 13,000 SQUARE FEET. 300 YEARS' LEASE.

For Particulars, apply—  
**GEO. FENWICK & Co., Ltd.,**  
Hongkong, 8th June, 1906. 106

## PUBLIC COMPANIES

## DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.

**DOUGLAS, LAFLAIRE & CO.,**  
General Managers.  
Hongkong, 9th September, 1907. 1478

HONGKONG AND SHANGHAI BANKING CORPORATION.

## NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the SECOND AND FINAL CALL of \$15 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st October next.

For the Hongkong and Shanghai Banking Corporation,  
**J. R. M. SMITH,**  
Chief Manager.  
Hongkong, 24th September, 1907. 1561

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, LIMITED, will be held at Messrs. Jardine, Matheson & Co.'s Office, King's Building, Cornhill Road, Hongkong, on WEDNESDAY, 9th October, 1907, at 12.30 p.m., when the Subjoined Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 15th day of September, 1907, will be submitted for confirmation as Special Resolutions:—

1. That the Capital of the Company be increased from \$2,000,000 to \$3,000,000 by the creation of 20,000 New Shares of \$50 each.

2. That such new shares be issued at par and be offered to those persons who are registered as Shareholders of the Company on 1st December, 1907, in the proportion of one new share for every complete two shares held by them on 1st December, 1907.

3. That the amount due for the new shares shall be called up on 31st December, 1907. Dated the 19th September, 1907.

By Order of the Board,  
**EDWARD OSBORNE,**  
Secretary.  
1562

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 14th October, at 12.30 p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 29th September to the 14th October, 1907, both days inclusive.

By Order,  
**M. MANUK,**  
Acting Secretary.  
Hongkong, 2nd September, 1907. 1553

FOR SALE

POSTAGE STAMPS.

FOR SALE, Sets of British Provisionals, cancelled on Original covers or in mint condition \$24 per set. Various odd values for sale. These stamps will be valuable, later, only 2,000 complete sets in existence.

**J. APPLEBY,** Labuan.  
Hongkong, 2nd September, 1907. 1550

FOR SALE

A small first class PRIVATE HOTEL. Centrally situated. A paying income. Owner going home. Terms very moderate. Low Rental.

Apply to—**Care of "Daily Press" Office.**  
Hongkong, 19th September, 1907. 1525

FOR SALE.

INLAND LOT No. 1708.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to  
**GOLDING & BARLOW,** Solicitors,  
10, Queen's Road Central.  
Hongkong, 12th September 1907. 1494

FOR SALE.

"KELLET CREST," THE PEAK.

A FIVE ROOMED BUNGALOW on Mount Kellett with four Bathrooms, two Dressing Rooms, Tiled Kitchen, excellent Servants' Quarters, Chicken House, Garden and Tennis Lawn. All in first class condition. Tank floor throughout. The house is sheltered from the North-East and has an uninterrupted view to the South-West, is cool, quiet and private.

Price \$25,000, of which part could remain on Mortgage at 7 per cent.

Apply to—**W. J. SAUNDERS,**  
Hongkong, 4th September, 1907. 1447

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIATIC STAMPS. MIXED STAMPS.  
100 for \$0.80 500 for \$3.00  
150 1.25 1000 10.00  
200 3.50 1500 25.00  
250 7.75 2000 35.00  
275 9.00 3000 45.00

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.

**GRACE & CO.,**  
Hongkong Hotel Corridor.  
1145

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong 26th July 1907.

## AUCTIONS

PARTICULARS OF VALUABLE LANDED PROPERTY Situate at Canton in the Empire of China, To be Sold by Order of the Liquidator of THE CANTON & HONGKONG ICE AND COLD-STORE CO. LD.

IN ONE LOT BY PUBLIC AUCTION TO-MORROW (THURSDAY), the 26th September, 1907, at 3 o'clock in the afternoon at The Sun Life Building, Shamoan, Canton, aforesaid.

**GEO. P. LAMMERT,** Auctioneer.

The Property comprises:—  
All that piece of parcel of ground situate at Ha Kok Fan at the entrance of Sai Ho in the Front Beach, Canton in the Empire of China, near the Hong Kong, Canton and Mesao Steamboat Co.'s Wharf at Canton.

Total area, 50.40 chong, or 6,714 square feet or thereabouts.

Further Particulars, Plans and Conditions of Sale may be obtained from Messrs. GOLDING & BARLOW, 10, Queen's Road Central, Hongkong, Vendor's Solicitors, and at SUN LIFE BUILDING, Canton, or from

**MR. GEO. P. LAMMERT,** Auctioneer.  
Hongkong, 14th September, 1907. 1508

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instruction from the Executors of the Mortgagee to sell Public Auction, TO-MORROW (THURSDAY), the 26th September 1907, at 3.30 p.m., at his SALES ROOMS, Duddell Street, the following:

VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, in the Colony of Hongkong, namely:—

All that Piece or Parcel of Ground situate at Victoria, aforesaid, registered in the Land Office as Inland Lot No. 786; area 49,000 square feet or thereabouts; Term, 999 years; annual Crown rent, \$324.00; together with all the mortgages thereon known as Nos. 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228 and 230 THIRD STREET, Victoria, aforesaid, as they are at their present condition.

For Further Particulars and Conditions of Sale apply to

**S. W. TSO,** Solicitor for the Mortgagee, or to **GEO. P. LAMMERT,** Auctioneer.  
Hongkong, 13th September, 1907. 1501

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions from the Mortgagee to sell by Public Auction, ON FRIDAY, the 27th inst., 1907, at 3 p.m., at his SALES ROOMS, Duddell Street, the following:

VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, in the Colony of Hongkong, namely:—

All that piece or parcel of ground situate at Victoria, aforesaid, registered in the Land Office as Section "B" of Inland Lot No. 454; area, 6240.05 square feet or thereabouts; Term, 999 years; annual Crown rent, \$91.14; together with all the old building materials of the houses formerly known as Nos. 238, 240, 242, 244, 246 and 248 QUEEN'S ROAD WEST, Victoria, aforesaid, as they are on the said piece of ground.

For further Particulars and Conditions of Sale, apply to

**S. W. TSO,** Solicitor for the Mortgagee, or to **GEO. P. LAMMERT,** Auctioneer.  
Hongkong, 14th September, 1907. 1505

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of September, 1907, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of Two Lots of Crown Land at Pokfulam in the Colony of Hongkong, for a term of 75 years.

1554

PARTICULARS OF THE LOTS.

No. of Registry No. Locality. Boundary Measurements. Containing Area. Annual Rent. Upset Price.

1 Form Lot No. 71 New Pokfulam Police Station. As per plan. 1.30 1.61 3.00 1.283

2 Form Lot No. 72 New Pokfulam Police Station. As per plan. 1.30 1.61 3.00 1.283

3 Form Lot No. 73 New Pokfulam Police Station. As per plan. 1.30 1.61 3.00 1.283

4 Form Lot No. 74 New Pokfulam Police Station. As per plan. 1.30 1.61 3.00 1.283

5 Form Lot No. 75 New Pokfulam Police Station. As per plan. 1.30 1.61 3.00 1.283

6 Form Lot No. 76 New Pokfulam Police Station. As per plan. 1.30 1.61 3.00 1.283

7 Form Lot No. 77 New Pokfulam Police Station. As per plan. 1.30 1.61 3.00 1.283

8 Form Lot No. 78 New Pokfulam Police Station. As per plan. 1.30 1.61 3.00 1.283







## SHIPPING.

## ARRIVALS.

Atia, British str., 4,975, Harry Gunkroger  
24th Sept., Shanghai 21st Sept., Mails  
and General—O. & O. S. N. Co.  
KANSU, British str., 24th Sept., from Canton.  
KLEIST, German str., 5,122, E. Meyer, 24th  
Sept.—Hamburg 15th August, Mails and  
General—Melchers & Co.  
PRINZ HEINRICH, German str., 3,962, Paul  
Grosch, 24th Sept.—Shanghai 21st Sept.  
Mails and General—Melchers & Co.  
SHOSHU MARU, Japanese str., 900, T. Suruga,  
24th September—Shanghai via Ports 23rd  
Sept., General—Osaka Shosen Kaisha.  
TAIPEI, Chinese str., 24th September—from  
Canton.  
TELMACHUS, British str., 4,902, J. H. Goodwin,  
24th September—Fochow 22nd September,  
General—Butterfield & Swire.  
YETI MARU, Japanese str., 2,667, K. Sato,  
23rd Sept.—Bombay 4th Sept., General—  
Nippon Yusen Kaisha.

## CLEARANCES.

24th September.  
Hona Lee, British str., for Amoy.  
Kansu, British str., for Amoy.  
Maidie, German str., for Hainan.  
Tidmarch, British str., for Singapore.  
Yokohama Maru, Japanese str., for Shanghai.

## DEPARTURES.

24th September.  
KLEIST, German str., for Shanghai.  
TAMING, British str., for Manila.

## SHIPPING REPORTS.

The British str. *Rubi* reports: Light North-  
easterly and N. Easterly winds with fine weather  
and smooth sea.

## VESSELS IN DOCK.

September 24th.  
ABERDEEN DOCKS.—*King George*.  
Kowloon DOCKS.—*Dragon*, *Poohattan*,  
H.M.S. *Moore*, *Kwongtung*, *Kwong Eng*,  
H.M.S. *Hardy*, *Hopang*, *Chongsha*, *Keong*,  
Cosmopolitan DOCKS.—*Asia*, *Imanahan*.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"  
Captain A. J. Robson, will be despatched for  
the above Ports TO-MORROW, the 26th inst.,  
at Noon.  
For Freight or Passage, apply to  
DOUGLAS, LAITAK & Co.,  
General Managers,  
Hongkong, 24th September, 1907. 1563

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"YABRA,"  
Captain Sollier, will be despatched for the  
above Ports on or about the 1st inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, 24th September, 1907. 2

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
FLYING DUTCHMAN AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERMAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"  
Captain C. L. Daniel, carrying "H.M.  
Majesty's Mail," will be despatched from  
this for Bombay & Co. on SATURDAY,  
the 5th October at Noon, taking  
passengers and cargo for the above ports  
in connection with the Company's "VICTORIA,"  
6,800 tons, from Colombo,  
passengers' accommodation in which vessel  
is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France and  
Tea for London (under arrangement) will be  
transhipped at Colombo to the mail steamer  
proceeding direct to Marseilles and London  
other cargo for London, &c. will be conveyed  
from Bombay by the R.M.S. "PERSIA,"  
due in London on 16th November, 1907.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 23rd September, 1907. 1

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR  
(COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MUNCASTER CASTLE" 5th Oct.  
1st Class Passenger accommodation.  
For Freight and further information, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 14th September, 1907. 1226-1254

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong  
CALLAO AND IQUIQUE, VIA JAPAN  
PORTS (Karatsu, Kobe and Yokohama).  
With option to Call at Mexican and other  
Coast Ports.

Steamers: Tons: About

"KARATO MARU" 8,100 On 8th Oct.  
Noon.

"KATMARINE PARK" 5,000 End of Nov.

Taking Freight and Passengers to other  
Eastern and Western Coast Ports of South  
America in connection with Steamers of the  
Pacific S. N. Co.

K. MATSUDA, Manager,  
York Building.  
Hongkong, 25th September, 1907. 10

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked  
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 5th Oct. at Noon.
MARSEILLES &c. via PORTS OF CALL.	AUSTRALIEN	French str.	—	Verron	MESSAGERIES MARITIMES.	On 1st Oct. at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	NAHUR	Brit. str.	—	M. W. Konrick, R.N.R.	P. & O. S. N. Co.	About 9th October.
MARSEILLES, HAVRE & COPENHAGEN	INDIEN	Brit. str.	—	Winnberg	MELCHERS & CO.	End of October.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	ELATONIA	Ger. str.	k.w.	Hünneberg	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG via STRAITS, &c.	BELORAVIA	Ger. str.	k.w.	Wittenbrandt	HAMBURG-AMERIKA LINIE	On 13th October.
HAVRE & HAMBURG via STRAITS, &c.	RHODANIA	Ger. str.	k.w.	W. Hoff	HAMBURG-AMERIKA LINIE	On 2nd October.
HAVRE & HAMBURG via STRAITS, &c.	ROSENSTAUEN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	On 30th October.
HAIPHONG, GENOA, ALGIERES, GIBRALTAR &c.	PRINZ HEINRICH	Ger. str.	—	P. Gromm	MELCHERS & CO.	To-day, at Noon.
HAIPHONG, GENOA, ALGIERES, GIBRALTAR &c.	KOSTROMA	Rus. str.	—	—	MELCHERS & CO.	Middle of October.
NEW YORK	SEIK	Dutch str.	—	—	DODWELL & CO., LTD.	On 5th October.
NEW YORK	HEADLEY	Am. str.	—	—	ARNOLD, KARRER & CO.	About 18th October.
NEW YORK via PORTS & SUEZ CANAL	OCEAN MONARCH	Am. str.	—	—	SHEWAN TOMES & CO.	On 2nd November.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	To-morrow, at 4 p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 24th Oct. at 4 p.m.
VICTORIA (B.C.) & TACOMA via JAPAN	SUVERIC	Am. str.	—	W. S. Shotton	DODWELL & CO., LTD.	On 15th October.
CALLAO AND IQUIQUE, via JAPAN PORTS, &c.	KARATO MARU	Am. str.	—	D. Mori	TOTO KIEN KAISHA	On 8th Oct. at Noon.
SALINA CRUZ, MEXICO via KUCHINOTZU, &c.	MARIE	Ger. str.	—	G. C. Christiansen	CHINA COMMERCIAL S.S. Co.	On 28th inst. at 5 p.m.
AUSTRALIAN PORTS via TIMOR, Port Darwin &c.	ALDENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 28th inst. at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	W. J. Eily	BUTTERFIELD & SWIRE	On 10th Oct. at 4 p.m.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	—	J. Mussen	MELCHERS & CO.	On 10th Oct. at Noon.
YOKOHAMA AND KOBE	CHINGTO	Brit. str.	1 m.	W. B. Browne	BUTTERFIELD & SWIRE	On 1st Oct. at 4 p.m.
YOKOHAMA AND KOBE	PRINZ WALDFMAR	Ger. str.	—	W. von Sender	MELCHERS & CO.	About 18th October.
YOKOHAMA AND KOBE	ONSANG	Brit. str.	—	Rose Core	JARDINE, MATHESON & CO., LD.	On 27th inst. at Noon.
YOKOHAMA AND KOBE	TRIDAR	Dutch str.	—	Zwart	JAYA-CHINA-JAPAN LNW	Quick despatch.
YOKOHAMA AND KOBE	HUTONG	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 1st Oct. at 4 p.m.
YOKOHAMA AND KOBE	NAGAHANG	Brit. str.	1 m.	Kozzie	BUTTERFIELD & SWIRE	On 6th Oct. at D'light.
YOKOHAMA AND KOBE	CROYANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
YOKOHAMA AND KOBE	SURVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	To-morrow.
YOKOHAMA AND KOBE	INDIEN	Dutch str.	—	T. Sprague	MELCHERS & CO.	To-morrow.
YOKOHAMA AND KOBE	SOSHU MARU	Jap. str.	—	A. F. Vine, R.N.R.	OSAKA SHOSHU KAISHA	On 27th inst.
YOKOHAMA AND KOBE	POONA	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & CO., LD.	On 28th inst. at 4 p.m.
YOKOHAMA AND KOBE	WAISING	Brit. str.	—	Sollier	MESSAGERIES MARITIMES	About 27th inst.
YOKOHAMA AND KOBE	YABRA	Fr. str.	—	A. Stewart	DAVID BASSON & CO., LTD.	On 1st Oct. Daylight.
YOKOHAMA AND KOBE	AREATON APCAN	Brit. str.	—	Jäger	HAMBURG-AMERIKA LINIE	On 1st October.
YOKOHAMA AND KOBE	ROSENSTAUEN	Ger. str.	k.w.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 4th October.
YOKOHAMA AND KOBE	HELE	Brit. str.	—	J. Speed	MELCHERS & CO.	Middle of October.
YOKOHAMA AND KOBE	CANTON	Dutch str.	—	A. F. Northcombe	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	KANSU	Brit. str.	1 m.	F. Robertson	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA AND KOBE	YCHOV	Brit. str.	2 h.	H. A. Ward	DOUGLAS LARPAK & CO.	On 25th inst. at D'light
YOKOHAMA AND KOBE	HAIMUN	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 3rd Oct. at 4 p.m.
YOKOHAMA AND KOBE	KWANGSE	Brit. str.	—	I. Sakurai	BUTTERFIELD & SWIRE	On 11th Oct. at 4 p.m.
YOKOHAMA AND KOBE	KIUKIANG	Brit. str.	—	Jameson	OSAKA SHOSHU KAISHA	On 28th inst. at 10 a.m.
YOKOHAMA AND KOBE	SHAOHSING	Brit. str.	1 m.	F. Wheeler	BUTTERFIELD & SWIRE	On 27th inst. at D'light
YOKOHAMA AND KOBE	DAIJIN MARU	Jap. str.	1 m.	E. Almond	JARDINE, MATHESON & CO., LD.	On 28th inst.
YOKOHAMA AND KOBE	SINGAN	Brit. str.	—	A. Somerville	SHEWAN, TOMES & CO.	On 1st Oct. at 4 p.m.
YOKOHAMA AND KOBE	LOONGSANG	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 5th October.
YOKOHAMA AND KOBE	RUHI	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	TEAN	Brit. str.	1 m.	E. Houghton	JARDINE, MATHESON & CO., LD.	On 25th inst. at 4 p.m.
YOKOHAMA AND KOBE	KAIFONG	Brit. str.	—	F. Somerville	MELCHERS & CO.	Beginning of October.
YOKOHAMA AND KOBE	KAIFONG	Brit. str.	—	E. J. Rolfe	JARDINE, MATHESON & CO., LD.	On 25th inst. at 3 p.m.
YOKOHAMA AND KOBE	MAHSAN	Brit. str.	—	P. J. Todd	JARDINE, MATHESON & CO., LD.	On 1st Oct. at 3 p.m.
YOKOHAMA AND KOBE	POBSEO	Ger. str.	k.w.	van Emmerike	JAYA-CHINA-JAPAN	About 26th inst.
YOKOHAMA AND KOBE	NAMSIANG	Brit. str.	—	Jurriess	JAYA-CHINA-JAPAN	—
YOKOHAMA AND KOBE	LAISANG	Brit. str.	—	—	—	—
YOKOHAMA AND KOBE	TJILATJAP	Dut. str.	—	—	—	—
YOKOHAMA AND KOBE	TJILWONG	Dut. str.	—	—	—	—
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# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, POONA and YOKOHAMA	DELHI	About 27th Sept.	Freight only.
SHANGHAI	Capl. J. D. Andrews, R.N.R.	About 4th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 5th Oct.	See Special of Call.
MARSHALLS, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	NAMUR	About 9th Oct.	Freight and Passage.
	Capl. H. W. Kenrick, R.N.R.		

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 23rd September, 1907.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SHANGHAI and CHINKIANG	"KANSHU"	On 25th Sept., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 25th Sept., 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 26th Sept., 4 P.M.
PAKHOI and HAIPHONG	"SINGAN"	On 28th Sept., 4 P.M.
SWATOW and SHANGHAI	"KWANGSE"	On 28th Sept., 4 P.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 1st Oct., 4 P.M.
MANILA	"TEAN"	On 1st Oct., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 3rd Oct., 4 P.M.
CHEFOO and NEWCHOWANG	"NANCHANG"	On 8th Oct., Daylight
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th Oct., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Oct., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 11th Oct., 4 P.M.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A fully qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th September, 1907.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOI AND POOCHOW	"SOSHU MARU" Capt. T. SUGURA	THURSDAY, 26th Sept., at 8 A.M.
TAMSWI VIA SWATOW, AMOI AND POOCHOW	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY, 29th Sept., at 10 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th September, 1907.

T. ABIMA, Manager.

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN...	"PRINZ HEINRICH" P. GROCH	Wedday, 25th Sept., at Noon.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SENHILL	Beginning of October.
MANILA, NEWGUINE, DRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. MINNSEN	Thursday, 10th Oct., at Noon.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. SENDEN	About Thursday 18th October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 24th September, 1907.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific to the "EMPERESS LINE," saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

15 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 26th Sept.	14th Oct.
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF AUSTRALIA"	6,000	THURSDAY, 21st Nov.	15th Dec.
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	8th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PACIFIC "EMPERESS" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River, New York 27-110.

Intermediate on Steamers 240, and 1st Class Railways 142.

First Class rates include cost of Meals and Bath in Sleeping Car while crossing the American Continent.

R.M.S. "EMPERESS" carry Intermediate passengers only, at Intermediate rates, forwarding superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya opposite Blake Pier.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of Sept.	JAVA PORTS	Second half of Sept.
TJILIWONG.	JA AN	Second half of Sept.	JAVA PORTS	First half of Oct.
TJIBODAS.	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAKI.	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIKINI.	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIPANAS.	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 20th September, 1907.

# PASSENGER SEASON 1908.

# IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

"BUELOW"	8,000	ON MARCH 11TH.
Capl. FORMES.		
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
Capl. VON BINDER.		
"PRINZESS ALICE"	10,911	ON APRIL 8TH.
Capl. POLACK.		

CALLING AT NAPLES, GENOA, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

Hongkong, 19th August, 1907.

MELCHERS &amp; CO.

General Agents.

1365.

# Cutler, Palmer & Co.'s

SHIPPERS  
Cutler, Palmer & Co., London.AGENTS  
SIEMSEN & CO.  
HONGKONG.MITSU BISHI GOSHI-KWAISHA  
(MITSU BISHI CO.)COAL DEPARTMENT  
MARUNO-UCHI, TOKYO.Cable Address, "IWASAKI"  
which applies to all Branch Offices.

All ABC 5th Ed. Western Union Codelets used.

All Letters Addressed:  
MANAGER MITSU BISHI CO.  
with name of place under.BRANCH OFFICES:  
NAGASAKI, MOJI, KOBE, KARATSU  
SHANGHAI, HONGKONG, & HANKOW.AGENTS:  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: MESSRS. GEARING & CO.  
MANILA: MESSRS. MACDONALD & CO.SOLE PROPRIETORS of Takashima.  
Ochi, Shinaw, Nanzato and Kami-Yamada  
Collieries, and also Hozjo Colliery, which will  
shortly be ready to produce on a large scale the  
best Hozjo Coal.The Head and Branch Offices and the  
Agencies of the Company will receive any order  
or sale produced from the above Collieries.T. MATSUKI, Manager, Hongkong,  
8141 No. 2, Pedder Street.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA in connection with LIND  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.For Freight and further particulars,  
apply toDODWELL & CO., LIMITED  
General Agents for China and Japan  
Hongkong, 4th August, 1899.

# NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"OCEANA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. "Britannia."  
From Persian Gulf ex B. I. S. N. &  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th September at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 18th September, 1907.

# "SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP,  
LONDON AND STRAITS.

THE Steamship

"BRECONSHIRE,"

Captain Tomlinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 25th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 19th September, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP,  
LONDON AND STRAITS.

THE Steamship

"GLENSTRAE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th inst., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,  
Hongkong, 20th September, 1907.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

All Claims must reach us before the 3rd October, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 23rd September, 1907.

ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE  
AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
Silver

FROM 1893 TO 1905;  
ALSO

RATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (From 1900),  
and other useful information.

PRICE: 31 CASH.  
On Sale at the "DAILY PRESS" Office, or  
Local Booksellers.

ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG.

For Demand Drafts on London on the day of  
or preceding the departure of the English  
Mails; also Table of the Yearly  
Approximate Averages for 30 Years  
FROM 1874 TO 1906.

Price: 32 CASH. On sale at the "DAILY  
PRESS" Office, or Local Booksellers.

ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG.

For Demand Drafts on London on the day of  
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Mails; also Table of the Yearly  
Approximate Averages for 30 Years  
FROM 1874 TO 1906.

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# SHIPPING IN PORT.

STEAMERS

CARL DIEDERICHSEN, German str., 774, T. Kayser, 23rd Sept.—Fakhoi 20th and Holbow 22nd Sept.—General—Jabson & Co.

CHANGSHA, British str., 2,219, G. W. Eately, 23rd Sept.—Sylva via Ports 21st August, General—Butterfield & Swire.

CHOYANG, British str., 1,424, A. E. Sandback, 21st Sept.—Shanghai via Swatow 20th Sept., General—Jardine, Matheson & Co.

COURTNEY, British str., 4,517, John Wiseman, 2nd Sept.—Kuchinotzu 25th August, Coal—Mitsui Bussan Kaisha.

DAIYA MARU, Japanese str., 1,735, Atawa, 21st Sept.—Wakamatsu 16th September, Coal—Mitsui Bussan Kaisha.

EMPERESS OF CHINA, British str., 3,006, A. H. Road, R.N.R., 25th Aug.—Vancouver 6th Aug., Mails & General—C.P.R. Co.

EMPERESS OF INDIA, British str., 3,012, E. Beetham, 22nd Sept.—Vancouver 14th, 3rd Sept., Mails and General and Flour—C. P. R. Co.

HELLAS, German str., 2,500, Metzger, 20th September—Samarang 11th Sept., Sugar—Shimizu & Co.

HONG BEZ, British str., 2,006, R. Willis, 2nd September—Singapore 16th Sept., General—Chinese.

HORSANO, British str., 1,359, J. M. H. 16th September—Samarang 7th Sept., General—Jardine, Matheson & Co.

HUE, French str., 704, J. Panfili, 23rd Sept.—Haiphong, Fakhoi, Holbow & Kwai Chaw Wan 19th Sept., General—A. R. Mery.

KAIKONG, British str., 985, E. Finlayson, 21st Sept.—Cebu and Hilo 17th Sept., Sugar and Hemp—Butterfield & Swire.

KARO MARU, Jap. str., 2,895, Y. Minakawa, 22nd September—Kuchinotzu 16th Sept., Coals—Fukusei & Co.

KANSU, British str., 1,143, J. Speed, 15th Sept.—Wulu 9th Sept., Rice—Butterfield & Swire.

KARONGA, British str., 2,931, R. Leslie, 17th Sept.—New York (via Cape of Good Hope) 18th July, Railway Material—Mitsui & Co.

KHONG WAI, German str., 1,115, T. Kohler, 19th September—Bangkok and Swatow 18th Sept., Rice—Butterfield & Swire.

KIYO MARU, Japanese str., 1,448, S. Hira, 18th September—Cebu 13th Sept., Ballast—Gillman & Co.

KWANTAI, Chinese str., 1,536, Wm. H. Lunt, 23rd September—Shanghai 19th Sept., General—Chinese.

LAETES, British str., 1,341, J. B. Jackson, 16th Sept.—Saigon 12th Sept., Rice and General—Chinese.

LAISANG, British str., 3,460, E. J. Todd, 20th Sept.—Calcutta 4th Sept. and Straits 14th, General—Jardine, Matheson & Co.

LOONGSANG, British str., 1,093, S. J. Payne, 23rd Sept.—Manila 20th Sept., General—Jardine, Matheson & Co.

MANILA, German str., 1,108, J. Minssen, 22nd September—Melbourne 17th Aug. General—Matheson & Co.

MARU, German str., 1,169, Christiansen, 16th Sept.—Sylva 9th Aug., Ballast—China Company Ltd. S.S. Co.

MATHILDS, German str., 331, A. Hansen, 2nd Sept.—Phanang, Quinhon, Tourane and Hanoi 21st Sept., General and 1st—Jabson & Co.

MAUSANG, British str., 1,644, R. Honchion, 20th Sept.—Samarang 14th Sept., Timber and General—Jardine, Matheson & Co.

NAMANG, British str., 2,591, F. T. Wheeler, 23rd Sept.—Yokohama 10th Sept., General and Coal—Jardine, Matheson & Co.

ONSANG, British str., 1,340, Cox, 14th Sept.—Proboling 3rd September, Sugar—Jardine, Matheson & Co.

PITSANULOK, German str., 1,267, D. Reimar, 21st Sept.—Bangkok 19th via Swatow 20th Sept., Rice & Wood—Butterfield & Swire.

PROFIT, Norwegian str., 716, H. Schlyter, 10th Sept.—Hilo 5th Sept., Sugar for Ningpo—Order.

PROMETHEUS, Norwegian str., 1,024, Cornallien 23rd September—Swatow 22nd Sept., General—Nippon Yusen Kaisha.

RYUEN MARU, Japanese str., 2,972, T. Iwawata, 22nd September—Santola and



